

Transit Project Prioritization Criteria

Potential Prioritization Criteria:

The following potential criteria could be used for defining the timing of individual transit projects. The use of criteria may vary from project to project and not all criteria are applicable for every project. Further description of each criterion is also provided.

Evaluation Criterion	Potential Weighting
Congestion Relief/Ridership	25
Customer/Operational Benefits	15
Land Use	15
Environmental Equity	10
Socio-Economic Equity	10
Geographic Equity	10
Program Efficiency/Project Readiness	10
Funding	5
TOTAL = 100	

Congestion Relief/Ridership (25 points)

- Congestion Relief – Peak trips removed from roadway system; also assesses travel-time savings and whether the project serves high commute and/or highly congested corridors.
- Ridership – Additional transit riders expected to be added to current ridership, typically expressed in number of new riders as well as total transit riders in the corridor. The existing transit market (number of current transit riders in the corridor) is also a consideration.

Customer/Operational Benefits (15 points)

- Customer service – Project enhances service for transit riders by addressing important needs in terms of the quantity and quality of transit service provided, including reliability, convenience, safety or comfort.
- System Connectivity – Project provides an important extension or connection to the transit system that increases accessibility to transit service.

Land Use (15 points)

- Transit-Supportive Land Use – Project provides opportunities to achieve VTP 2020 land use objectives. Assesses whether appropriate land use policies are currently in place along the corridor or whether there is a commitment to implement such land use policies to provide the necessary density, type and mix of land uses to support a high level of transit investment and promote “smart growth”. Addresses compatibility with existing land uses and availability of right-of-way to implement project. Also addresses future land uses and projected growth. A city’s overall history of supporting transit-oriented land uses is also a consideration.

Environmental Equity (10 points)

- Project does not result in disproportionate environmental impacts on particular areas or particular low-income or minority populations, including seniors and the disabled community, including factors such as traffic, air quality, aesthetics, etc. Cumulative impacts that result in a disproportionate burden on specific geographic areas should also be considered, for example, specific areas in which other private or public works development projects have already resulted or will in the future result in substantial environmental impacts.

Socio-Economic Equity (10 points)

- Project provides balance in terms of socio-economic factors and does not result in disproportionate social impacts on particular areas or particular low-income or minority populations, including seniors and the disabled community. Factors considered could include health, employment opportunities, community cohesion, and access to services.
- Provides transit access and mobility for the transit dependent. This could be measured by determining the number of low-income and/or zero-auto households served.

Geographic equity (10 points)

- Project provides balance geographically in terms of investment in transit infrastructure.

Program Efficiency/Project Readiness (10 points)

- Program Efficiency – Inclusion of 2000 Measure A funded elements in other transit projects will lead to a cost-effective implementation of the 2000 Measure A project. As an example, early commitment of funds to fully expand operating facilities at one time may be more efficient than several expansion phases.
- State of Readiness – Project is well defined, has undergone planning studies (for example, a Major Investment Study [MIS] or similar effort that included technical analysis, public outreach, etc.) and is ready to proceed with environmental review, design & construction.

Funding (5 points)

- Commitment of Funding – Funds to carry out the project are reasonably assured. External funding is expected for projects requiring multiple funding sources. Funding commitments are in place for projects that involve a partnership with other agencies. The degree of local funding (for example, local contribution by a city or the County) committed to the project would also be an important factor.

